

ELEVEN COMMISSIONERS IN THE TAMMANY CITY GOVERNMENT
APPOINTED UP TO DATE BY MAYOR-ELECT M'CLELLAN.

60 SCALDED TO DEATH IN B. & O. WRECK

(Continued from First Page.)

ashed past the dismantled engine, leaving the right of way and plunging down over a bank.

The first passenger car, a smoker, pushed past the engine and tilted over toward it at the same time. This car was filled with passengers and nearly all were killed.

The dead were scalded to death. Very few of them were mangled. A story of courage and heroism seldom equalled is told of Benjamin Nichols, steward of the dining car. His name is being sung with praises by railroaders and the surviving passengers to-day. When the terrible slide of the engine dragged the train whirling sideways along the road, Nichols was in the dining car. He was battered from one side to another of the car. Jolting, bumping and swinging, the car finally stopped. It was on the end of the train, and it is for this reason that Nichols and others on that car were not injured.

Before the car had made its last lurch Nichols had leaped and was running toward the smoker, which was reduced to a mass of twisted iron and splinters. The crash had torn the escape valve from the top of the engine, and steam was pouring into the car upon the struggling mass of humanity. The escaping steam was the first thing that attracted the steward. Taking off his coat, he ripped and tore the garment until it was in shreds. With this he plugged up the pipe and shut off the steam. Temporary relief had been given the sufferers, but Nichols was not done.

Long before the passengers in the Pullman coaches had stepped to the ground Nichols had taken the first step in the work of rescue. Climbing through a broken window, he leaped into the dark car. The hot, suffocating steam filled the car. The screams of the injured were unnerving, but, picking up the first human form at hand, he carried it out. Once more he entered the car. By this time other rescuers had arrived. One victim after another was handed out until five were rescued. Then the steward was compelled to leap to the ground, being exhausted and overcome by the heat and steam.

Other employees entered the car and continued the work of rescue. They were soon rejoined by Nichols, who once more had recovered. For hours the work continued, being difficult even with the aid of the wreck crew.

Many of the victims were wedged between heavy timbers and it was 4 o'clock before all the injured had been removed.

Following the wreck thieves were detected robbing the dead and injured. Two white men and two colored men are now in the Dawson police station charged with this crime.

BAGGAGE-MASTER DORN'S PROMPT ACTION SAVED ANOTHER WRECK.

Brused and Dazed, and Signalling with Matches, He Brought Approaching Train to a Stop.

CONNELLSVILLE, Pa., Dec. 24.—Out of the terrible jangle and chaos that marked the first hour after the wreck there came order and relief. Coherent stories of the disaster were then related and it developed that the baggage-master of the wrecked train, Thomas J. Dorn, was the hero of the occasion.

Dorn was injured in the wreck that succeeded the derailment of the engine, but he crawled out of his wrecked car unaided and looked about him.

He stood dazed for a moment and then it flashed over him that passenger train No. 49, carrying hundreds of passengers, was almost due. Dorn saw that the wrecked engine of his own train lay across both tracks. There was no light to betray the presence of a wreck. The cars had not yet taken fire. Inky blackness settled over the scene like a pall. Only the hissing of the steam from the wrecked locomotive boiler and the shrieks of the doomed passengers in the smoker as they were slowly boiled

to death told that a horrible disaster had occurred.

Dorn looked up and down. Not a light was visible. The shock of the collision had smashed every lamp on the train.

DORN NEVER HESITATED.

Dorn did not hesitate. He went on, up the track, stumbling blindly and wondering what he should do. Far away in the distance he could see the headlight of the approaching passenger train, glimmering like an unsteady star as it rushed toward the wreck at terrific speed.

Suddenly Dorn thought of matches. He had a few in his pocket. Luckily there was little wind. Dorn lit match after match and as soon as the little bit of wood was in full blaze he waved it in the peculiar fashion that talks to railroad people as plain as words.

As he waved his matches he watched the headlight of the oncoming train. It grew larger and larger. To his weakened and shocked brain it was as if a great ball of light was approaching at terrific speed to overwhelm him with its fiery glare. It fascinated him.

Still he kept steadily scratching his matches and flashing the tiny signal. On came that brilliant, dancing globe of light. Now it seemed to fill the whole sky. Dorn felt himself vaguely wondering what it all meant, and then suddenly came darkness. He felt himself sinking and sinking and he knew no more until he recovered consciousness to find himself lying on the track, surrounded by trainmen and a great puffing monster of an engine not three feet from his prostrate body.

Engineer Moses Thornton, of train 49, was wide awake and alert. He knew he should have met the Duquesne Limited some time before. Approaching Laurel Run, he suddenly saw a tiny flash that seemed to be a signal. Then there was darkness. He strained his eyes, and again came the tiny flash, waving in a circle. Thornton at once threw on the emergency brakes and brought his train to a standstill just in time.

Still another hero of the wreck was William Marietta, proprietor of the Marietta Hotel at Connelville. He was in the dining car with a friend. When the crash came, tables, chairs and diners were thrown forward into a confused jumble.

EQUAL TO THE EMERGENCY.

Marietta smashed a window glass and crawled out into the darkness bruised and bleeding. Apparently he was the only man alive. Realizing that a fearful accident had happened, he started to get help from Dawson, two miles away. Marietta does not know how he reached there. He stumbled on through the black night, falling now and then. He was weak and faint from loss of blood, but his will forced him on, and he finally dashed into the central telephone station at Dawson, gasped out his story to Miss Ida Somers and fell to the floor in a dead faint.

Miss Somers arose to the occasion. She revived Marietta by dashing water in his face and learned more particulars. Quickly she rang up the local livery stable and ordered a carriage. Driving to the nearest drug store, she loaded the carriage with bandages and ointments and liniments. Then she started for the scene of the wreck.

Though the route lay through the wildest and most desolate region of Pennsylvania, Miss Somers never faltered, but, lashing her horses continuously, she kept them at a mad gallop, and was the first aid that appeared on the scene. She was a veritable angel of mercy as she soothed the hysterical and ministered to the wants of the injured.

KILLED ON WAY TO CLAIM BRIDE.

A pathetic incident of the wreck was the killing of Ambrose Good, of No. 806 Soles street, McKeesport, Pa. He was on his way to New York to claim his sweetheart, who had crossed the ocean from England, and was to land to-day in that city. He was only twenty-three years old and had furnished a little home, where the marriage was to have been solemnized to-morrow.

Last night young Good left the house of his brother, T. R. Good, of McKeesport, for New York. Miss Lillian Bennett, of Staffordshire, England, left her home a week ago on board the Cedric, from Liverpool. Good expected to meet her. The young couple had known each other for years in England.

KILLED ON "L"
AT 59TH STREET

George Phillips, Bill Poster for Advertising Company, Stepped to Middle Track and Was Mangled by Train.

DIDN'T KNOW ABOUT
XMAS SHOPPERS' EXPRESS.

New Trains Had Been Put on Road, and Victim, Ignorant of the Fact, Walked Into Dangerous Position.

George Phillips, sixty years old, a bill poster for the Ward & Gow Advertising Company, of No. 84 Church street, was struck and instantly killed by the "Christmas Shoppers' Express," on the Sixth avenue elevated road at Fifty-ninth street and Ninth avenue to-day. He lived at No. 122 East One Hundred and Fourteenth street.

Phillips was placing signs under the awning of the downtown station at Fifty-ninth street at 10:20 o'clock. A downtown Ninth avenue train came slowly into the station and he stepped out of its way. He stepped out onto the main track, which is used in the early morning and evening for express trains. Phillips didn't know that express trains were to be kept out of the station. He stepped into the path of the "Christmas Shoppers' Express," bound downtown at a high rate of speed.

The engine struck the old man and he was instantly killed. His body being hurled into the air and falling on the tracks. The body was covered with tar and left between the tracks until the arrival of the coroner.

"Phillips stepped aside to make way for the Ninth avenue train, which was approaching slowly. He didn't know that express trains were to be kept out of the station. He stepped into the path of the 'Christmas Shoppers' Express,' bound downtown at a high rate of speed.

An ambulance was summoned from Roosevelt Hospital and Dr. Rhodes went out on the elevated structure to see if anything could be done for the unfortunate man. There was nothing to be done but to gather together the remains, and this Dr. Rhodes and Policeman Quinn did. The body was covered with tar and left between the tracks until the arrival of the coroner.

Phillips was a foreman for the Ward & Gow Company and had been in its employ for twenty years. He was married and had four children. The latter are grown up and married.

Frederick Wing, motorman of the train, was arrested when the express reached the Battery. He was taken to the West Side Court, where he said he was fifty-one years old and lived at No. 38 Lind avenue, Bronx. Magistrate Hoffman remanded him to the coroner's office.

CHRISTMAS REVEL
MAY END HIS LIFE

Howell Charles Williams, a Promising Young Attorney, After a Drinking Bout Falls and Fractures His Skull.

With his beautiful young wife sitting at his bedside and hoping against hope that he will be spared to her, Howell Charles Williams, an attorney, whose home is at No. 42 West Ninety-third street, in Flower Hospital to-day, is recovering from a skull fracture, the result of a Christmas drinking bout. The surgeons say that there is small chance for his recovery.

Before daybreak Mrs. Williams received word that her husband was at the hospital and would probably die. He had not been home all night, a fact which she had kept from her mother and sisters, who live with her, and dressing herself and her little boy she slipped out of the house to go to the injured one. Soon after she reached the hospital Williams' condition was so serious and the story he told her upset completely the theory of the police that he had been a victim of footpads.

"My husband told me," said Mrs. Williams to a reporter of The Evening World, as she tried hard to conceal her grief, "that he went out last night with some friends who think that he had been drinking. He said that he had never been used to dissipation, and he was overcome. What became of his friends he does not know. He was trying to find his way home, when, as he passed No. 61 Lexington avenue, he stepped into the path of a train. He took possession of him and he walked up to Dr. Mitchell's door and rang the bell. He says he remembers the man coming to the door, and then his legs gave way and he fell back to the sidewalk. He had spent all of his money and he was very tired when they searched his clothing and found the pockets empty, thought he had been robbed.

Mrs. Williams had returned home to leave her little boy and prepare herself to go to the funeral of the man. The little chap did not seem to realize what had happened, and wanted to take the new train to the station. He was only thirty-three years old, and according to his friends, had a splendid future in his profession.

CASTORIA

For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of *Dr. J. C. Watson*

A preparation for removing catarrhs, inflammation of the eyes, ear, nose, throat, and all diseases of the urinary system. Sold by J. C. WATSON, 1020 THIRD AVE., NEW YORK.

HOT ROAST FROM
SANTA FOR B. R. T.

Kings County Grand Jury Demands that Proper Laws Be Enacted to Regulate Traffic in Brooklyn Streets.

MANAGEMENT COMES
IN FOR CRITICISM

City Authorities Are Also Blamed for Not Taking Steps to Prevent the Daily Crush on the Big Bridge.

The Christmas present of the Kings County Grand Jury to the Brooklyn Rapid Transit Company is a hot report, calling the management incapable and wastefully sacrificing human life and comfort for the sake of making money.

The Grand Jury, which made its report to Judge Crane, demands that proper laws be enacted by the proper authorities to condemn the existing laws and asks the people to "get together" in a demand on their elected legislators and aldermen to enact adequate laws to govern the traction system of Brooklyn.

"We regret," says part of the report, "that through the lack of transportation facilities every one suffers through a maddening overcrowding of small and insufficient vehicles, through non-heated and ancient, tumbling cars, irregular and shiftless schedule and by accidents which could be avoided for a little common foresight and a just consideration for the public safety by the heads of the companies which hold a monopoly on our streets."

City Officials Also Criticized. The Grand Jury then goes on and gives the city officials a little roast because the bridge crush has not been lessened, because no approaches have been provided for the Williamsburg Bridge and because they have not secured control of the "haphazard farrago," as authorized by the Legislature.

But this does not exonerate the B. R. T., the report continues. "Through the intelligent mismanagement of the unintelligent management of this company the people of this borough are afflicted with great suffering and inconvenience and have no recourse at law."

"We are advised that there is no jurisdiction by which these evils may be corrected. Nominally the State Railroad Commission has authority to regulate traffic and to see that the travelling public is not made to suffer. But this commission now disclaims its responsibility, and it would seem that unambiguous laws uphold that disclaimer and contention."

"Congress has provided for an Interstate Commerce Commission, which makes it a crime to overcrowd cattle cars. Congress and our own Legislature have passed adequate laws which definitely fix the number of persons which shall be carried on steamships. Our own Municipal Council has passed a good law which regulates the number of square feet of space there shall be in every building for each resident thereof. But nowhere is there a stipulation regulating the number of persons which shall be carried by the District vehicle on the platform thereof."

Health Ordinance Demanded. "There is a health ordinance which says that cars shall be heated and that the Company shall pay a miserable sum of \$10 for each infraction thereof, but we are informed by the District Attorney that this law is ambiguous and that the one cannot be collected."

"The law is ambiguous, which kills and maims so many, thanks to the careless management of the company, is, we are informed, reasonable consideration and there is a promise of a possibility that if another method of conveying electricity which is cheap enough to be adopted, it will prove cheaper than the settlement of damage suits for the death of a child or the death of the injured. There is no moral consideration of human life."

"The responsibility of the company and no authority to execute the ordinances. Cars are overcrowded and there is a moral and moral jeopardy of our people; they are not heated; they have no headlights to warn people of their approach; they are slow; they are repaired with defective insulation and repairs to the mechanism slowly made; they continue to maim and kill, and there is nothing in sight but the 'accidental homicide' verdict of the coroner or the verdict of a suit which does not provide redress."

"Laws must be enacted, and at once for the purpose of compelling the company to enact adequate legislation which will be sufficient to protect the people from the danger of death and injury. The responsibility of the company and no authority to execute the ordinances. Cars are overcrowded and there is a moral and moral jeopardy of our people; they are not heated; they have no headlights to warn people of their approach; they are slow; they are repaired with defective insulation and repairs to the mechanism slowly made; they continue to maim and kill, and there is nothing in sight but the 'accidental homicide' verdict of the coroner or the verdict of a suit which does not provide redress."

Lodges, Societies & Meetings.
ANNUAL MEETING of the stockholders of the Marine Supply Co. will be held at 224 South st., Jan. 6, 1904, at 2 P. M. W. J. FOWLER, Secretary.

DIED.
GAFFNEY.—SUSAN, daughter of the late Thomas and Mary Gaffney.

Funeral for her brother's residence, No. 21 E. 14th st., on Friday, Dec. 25, 1903, at 2 P. M.

NOLAN.—On Wednesday, Dec. 23, 1903, ALICE B. NOLAN, beloved wife of Patrick P. Nolan and mother of Alice B. and Lillian L. Nolan.

Funeral on Saturday, Dec. 26, from her late residence, 130 Hudson st., at 9:30 a. m.; thence to St. Alphonsus's Church, West Broadway, where a solemn requiem mass will be celebrated for the repose of her soul. Relatives and friends invited to attend.

WUST.—On Dec. 22, 1903, CAROLINE WUST, beloved wife of Jacob Wust, aged 72 years, died at her residence, No. 62 Devoe st., Brooklyn, N. Y., on Friday afternoon, Dec. 23, 1903.

Lost, Found and Rewards.
LOST.—A collar with answering to the name of Sandy was lost at the B. R. T. Station. Reward offered for its return. O'Neil.

Laundry Wants—Female.
WANTED.—A first class, family laundry. 35 South 1st.

THE OLD BRIDGE

Commissioner Lindenthal Submits Report for Its Thorough Reconstruction Into a Complete Double-Deck Structure.

TOTAL COST ESTIMATED
AT ABOUT \$5,500,000.

Would Accommodate Four Elevated and Two Trolley Tracks—Stairways and Elevators for Each Anchorage.

Bridge Commissioner Lindenthal today sent to Mayor Low a supplement to a former report dealing with the proposed scheme to either radically improve or altogether rebuild the Brooklyn Bridge. He says in his letter:

"On June 30, 1903, I had the honor to report, through you, to the Board of Estimate and Apportionment on certain plans for the proposed new City Hall and Brooklyn Bridge station in Manhattan. Through relief at that point, however, will require the rebuilding also of the Brooklyn Bridge at an early day, as I had stated on several occasions before."

"I beg leave now to supplement that statement with this report of my investigations and studies relating to the eventual rebuilding of the Brooklyn Bridge with a double-deck structure, such as will become necessary in connection with the plan for the new bridge terminal above referred to."

"Both the engineering and architectural features have been studied with a view to making the structure of greater value and convenience to the city, and as the least cost consistent with true economy."

Not Intended for Present Traffic. The report, in part, is as follows: "The present bridge structure was never intended and dimensioned for the traffic it has to bear now. The suspended structure, from anchorage to anchorage, is in a worn out and weakened condition, requiring constant and expensive repairs to keep it safe. The rebuilding of the bridge has become imperative."

"I find it practicable to convert the present old structure with one deck into a new structure with two decks, arranged to accommodate four elevated tracks and two trolley tracks. The latter will be separated from the roadway, each of which will be seventeen feet wide. That will make it possible to run trolley cars over the bridge at twice the speed of the present limit. Greater relief and more rapid transit must be obtained by elevated railroad trains, for which four tracks are provided in place of the present two tracks."

Stairways and Elevators. "It is intended to place stairways and elevators at each anchorage, to make the bridge accessible from the streets below. The stone towers will be somewhat heightened, in order to provide a roof for the masonry. At present the top of the towers is accessible only with great difficulty, and not without danger."

The roadways will be fire-proof. They will have a steel channel foundation, with wooden block pavement. The reconstructed structure will have accommodations on the upper deck for four elevated tracks, and on the lower deck for two trolley tracks. The roadway, seventeen feet each, and two promenades, eight feet each, will be separated from the roadway by a half foot wide in the clear. The width of the reconstructed bridge will be 105.2 feet.

The design is so laid out that the bridge can be reconstructed without any disturbance to the traffic over it. Nevertheless, it should not be undertaken until the Manhattan Bridge shall have been completed.

An approximate estimate of cost for the work outlined from anchorage to anchorage and including the widening of the bridge, is \$5,500,000. For extending the elevated tracks to the terminals at both ends and reconstructing the sidewalks, &c., the same estimate is \$5,500,000. This gives a total estimate cost of \$5,500,000 or say \$5,500,000."

WAR-TIME PRICES
ASKED FOR COTTON

War-time prices for cotton were almost reaching to-day on the Cotton Exchange. July touched 13.25, the highest price since the war. The bears were in a panic and seemed absolutely hopeless. They have fought the advances until they are exhausted, and even when they saw that there was a good deal of feeling by Daniel J. Sullivan on cotton bought lower down than could not break prices in the least.

The public, which always buys at the top, was in the market, and every time there was the slightest reaction there was a renewal of buying from this source, which turned the market upward again.

There was a slight break when it was circulated upon the floor that the Japanese fleet had cleared for action, but prompt denial restored confidence and there was a rally as sharp as the decline and then 13.51 was reached for July. The bulls were still predicting 14-cent cotton before the close, and these predictions caused the public buying, and as the public bought it soon went 13.70 to 13.75. The market was a break of about 10 points, which carried July back to 13.60.

The excitement was intense, and the brokers, who have been for months under a constant strain, watched the stock eagerly for its time to close, so that a few days of much-needed rest could be obtained. Many of them were exhausted and so hoarse that when they made a trade they were forced to do so by signs, as they could not make intelligible sound.

The closing prices were: December, 13.75 to 13.80; January, 13.75 to 13.80; February, 13.75 to 13.80; March, 13.75 to 13.80; April, 13.75 to 13.80; May, 13.75 to 13.80; June, 13.75 to 13.80; July, 13.75 to 13.80; August, 13.75 to 13.80; September, 13.75 to 13.80; October, 13.75 to 13.80; November, 13.75 to 13.80; December, 13.75 to 13.80.

To Cure a Cold in One Day. Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

DUOS AND BEARS
WOLD HIGH REVEL

Big Wall Street Exchanges Are the Scenes of Merriment in Which the Fun Grows Fast and Furious.

CHRISTMAS TREES
FOR RICH BROKERS.

Music of Bands and Cake-Walk for a Prize, with Speeches and Songs, Mark Approach of Good Old Santa Claus.

Christmas celebrations began on the Stock Exchange at noon to-day when the Seventh Regiment Band marched upon the floor and the members fell in behind it and marched two by two around the floor for several minutes.

Then the band took seats beneath the Broad street gallery and for two hours played while the brokers grouped around the different posts beneath the wreaths and streamers of cedar and holly continued to buy and to sell as if the trading to music was the usual thing.

B. G. Talbert, the venerable chairman, overlooked the floor with his opera glasses, so that if the celebration became too boisterous he could punish the guilty.

C. E. Knoblach, who had charge of the celebration, was everywhere. He bought and sold stocks and then rushed from the floor to see that the Christmas tree was properly loaded with the presents intended for his different victims. Now and then as some popular air was played the members upon the floor sang in chorus.

Shortly after 2 o'clock business practically came to a standstill and the Christmas tree was brought to the center of the floor. There was a gift for nearly every member and as each was presented there was a roar of laughter.

The Wormers received little buckets of coal and small street cars, as they pose as specialists in Reading and Manhattan.

Fred S. Flower, the Brooklyn Rapid Transit expert, did not care much for his present, as it suggested anything but rapid transit. It was a small toy hearse.

C. E. Knoblach, the Sugar specialist, who arranged for the present of the other members, received a small box of loaf sugar made from white sand.

If, Content, who gives a great part of his attention to the Steel issues, received a small piece of pig iron. There were neat presentation speeches made in some cases. Finally the band played its last air and amid general shouting and handshaking and wishes for Merry Christmases and for a prosperous New Year the celebration came to a close.

It was 2.30 before the festivities began on the Consolidated Exchange, where just under the rostrum there had been erected a small stage. Upon the stage the Eighth Regiment Band played an interesting programme.

Upon the rostrum, which was covered with evergreens, cedars and holly, was a giant cake weighing forty pounds. This was the prize for the cake walk, which was started at 2.30 o'clock.

The cake was auctioned off and the money turned over to the winner of the Christmas tree.

There was the usual Christmas tree, carols and songs at the Produce Exchange, which, however, began late, as excitement in the wheat market kept the brokers too busy to think of fun when fortunes were being won and lost.

There was nothing done on the Cotton Exchange. Brokers were tired out. They had no time to arrange for a celebration. As one man remarked: "We have hardly had time to sleep. We have been working until midnight every night and have been too too serious for some of us to think of Christmas celebrations."

JUDGE BALDWIN EXONERATED

Not Concerned in Post-Office Irregularities Roosevelt Told. WASHINGTON, Dec. 24.—In the report of Messrs. Conrad and Bonaparte on their investigation of the irregularities in the Post-Office Department, allusion is made in connection with their inquiry into the charges of fraud regarding the placing in the Department of "Brandt-Dent cashiers," to possible connection with the case of Judge Baldwin. United States Consul at Nuremberg, Germany. The allusion was made in such a manner as to reflect upon the integrity of that official.

The statements excited deep interest in the West, particularly in Ohio, where Judge Baldwin has been a conspicuous figure for his life and political for many years. The State Department was looked to for proof.

The matter was referred to Third Assistant Secretary Herbert H. D. Peirce, who after making an exhaustive investigation, has submitted to President Roosevelt an extended report fully exonerating Judge Baldwin.

SHIPPING NEWS.

ALMANAC FOR TO-DAY.
Sun rises 7:22/Sun sets 4:35/Noon sets 10:14

THE TIDES.
High Water. Low Water.
Brooklyn. 10:47 11:22 4:40 5:18
Sandy Hook. 10:47 11:22 4:40 5:18
Hell Gate Ferry. 10:47 11:22 4:40 5:18

PORT OF NEW YORK.
ARRIVED.
Sicilian Prince. Naples
Sardinian Prince. Naples
Sardinian Prince. Naples
Sardinian Prince. Naples

INCOMING STEAMSHIPS.
DUE TO-DAY.
Prins Oskar. Naples, Byron, Pernambuco.
Bremer. Bremen, St. Michael.
Anchorage. Glasgow, Calabria, Gibraltar.

OUTGOING STEAMSHIPS.
BAILED TO-DAY.
La Bretagne. Havre. St. Paul, Galveston.
Corinthian. Glasgow. Liverpool, Charleston.
Sardinian Prince. Naples. St. Michael.
Sardinian Prince. Naples. St. Michael.
Sardinian Prince. Naples. St. Michael.